

RAILWAYS CLASH IN NORTHWEST

Competitive War for Control of
Desirable Territory
Starts Anew.

FIGHT IS FOUR-CORNERED

HARRIMAN, HILL AND EARLING
MATCH WITS WITH WITS.

Seattle, Wash., April 14.—The Times today says: Within the last thirty days the clash of railroad interests in the Pacific northwest has been started, and in a score or more of places in a genuine competitive railroad war, which not even the astute Mr. Harriman, the uncommunicative Mr. Earing, or the diplomatic Mr. Hill can hide, disguise or conceal. The fight is not three-cornered, but four-cornered, with the Hill interests, the Great Northern, the Northern Pacific and the Spokane, Portland & Seattle involved in a bitter controversy in condemnation suits and over the old ground by the one-time projected Missoula cut-off, which was abandoned years ago when Charles E. Mellen, president of the Northern Pacific, entered into the famous "gentlemen's agreement" with Harriman jointly to build and operate the Riparian-Lewiston line and quit quarreling over the rich Grangeville country to the east.

"In the Clearwater country, east of Lewiston, Idaho, Northern Pacific and Harriman surveyors are both working over the old ground by the one-time projected Missoula cut-off, which was abandoned years ago when Charles E. Mellen, president of the Northern Pacific, entered into the famous 'gentlemen's agreement' with Harriman jointly to build and operate the Riparian-Lewiston line and quit quarreling over the rich Grangeville country to the east.

"In the Flathead country, 100 miles square, in Montana, where Hill surveys are up against a hard fight with a small army of Milwaukee engineers in opening up a vast virgin region of immense resources probably larger in area than any single undeveloped part of the Pacific northwest, Harriman already is within striking distance of this country and can quickly protect his interests there.

"In Spokane the bitterest fight of all is in progress in condemnation suits in the federal court. The North Coast railway, known variously as a Harriman or a Canadian Pacific corporation, has attacked Hill in his stronghold, seeking to acquire by condemnation seventeen acres of land in the heart of the city, formerly owned by the Great Northern, but privately conveyed last November by Hill officials, acting under orders, to the Spokane, Portland & Seattle road.

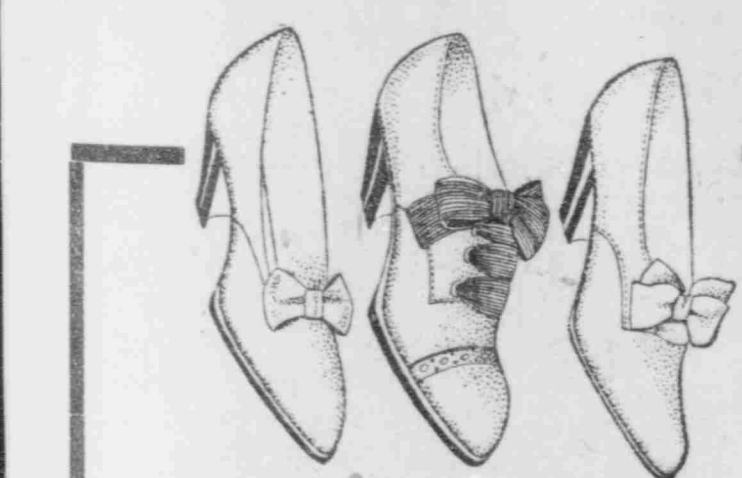
"On both sides of Salmon bay, in Seattle, where the Oregon & Washington (Harriman) has begun condemnation suits to obtain railroad rights of way over land owned by the Great Northern and Northern Pacific, and where Hill has retaliated by starting condemnation suits on his own account to protect his interests.

"In Vancouver, B. C., where Hill projects immense deep sea terminals to handle grain and Oriental exports, and where the Canadian Pacific, as announced yesterday, is preparing to duplicate Hill's projected \$1,000,000 terminals by building costly grain elevators, etc.

"In these various points where the fight is waged a small army of lawyers—costly ones—and surveyors, right of way men and secret agents are employed. Expense cuts but little figure in most instances, as is admitted by the men who are on the skirmish line themselves."

A Tonic or a Stimulant?

Ayer's Sarsaparilla is a tonic. It does not stimulate. It does not make you feel better one day, then as bad as ever the next. There is not a drop of alcohol in it. You have the steady, even gain that comes from a strong tonic. Ask your doctor all about this. Trust him fully, and always do as he says.



**We Sell
More Oxfords
Better Oxfords
Shaplier Oxfords
Easier Oxfords
Snappier Oxfords
Smarter Oxfords
Niftier Oxfords**

Than most other stores. And, what's equally interesting, our prices are exceptionally low.

We "live up" to our advertising.

Robinson Bros. Co.
124 Main "It's Confidence that Counts." 124 Main

MOOCHERS RUSTLE THE COIN TO GET HEELLED WITH THE PRICE OF A FLOP

"Say, pal, gimme a dime ter get a bed wit'! I'm a hard worker, honest I am, but I got up against it and ain't got no place ter sleep tonight."

This is the salutation extended to many pedestrians on the city streets after 10 o'clock these evenings, and the cause is the midnight closing ordinance. Because of the fact that they are excluded from their "ostermovers" in low-class saloons after midnight now, the "bums," as they are known in police parlance, are now compelled to secure sufficient funds before midnight with which to secure sleeping accommodations in some of the cheap lodging houses.

It is possible for men with a solitary dime to go to the Salvation Army or Volunteers lodging house, and, after taking a bath, secure a clean bed for the night. The American House, of House and Continental hotel are others of the cheap lodging houses where wanderers congregate. The police are averse to the statement that in some of these places bathing is not compulsory; in fact, a lodger requesting a bath would doubtless be ostracized by the older members of the "profess."

The prices range from 10 to 25 cents per night, and though fully 500 men can be catered for, every one of these lodging houses was crowded to the limit shortly after midnight this morning.

HARRIMAN WANTS PROPERTY IN SEATTLE

Seattle, Wash., April 14.—The Great Northern railroad and the Seattle & Northern railroad have filed with the county and for eighty-three deeds, showing the ownership by these transportation companies of a large section of property situated in the northern part of the city that the Harriman interests have asked to have condemned for the benefit of the Oregon & Washington railroad.

Much of the property that now stands recorded as belonging to the Hill lines, and which is desired by the Harriman interests, was obtained by the Great Northern as early as 1906. The last deed was obtained in February, this year. In the petitions for condemnation filed by the Oregon & Washington company the owners of record for the land are the defendants, although many of these owners have not possessed their lands for three years past, and is expected to arrive home today.

Leon Engstrom, commercial agent for the Union Lines, Pennsylvania system, has gone to Spokane on a business trip with several officials of the road, and is expected to arrive home today.

Charles F. Warren, commercial agent for the Santa Fe, went south on a business trip yesterday.

The general offices of the Oregon Short Line and the Denver & Rio Grande will close at 1 o'clock today on account of Arbor day.

A railroad man who was in Salt Lake yesterday stated that more miles of railway are under construction in the "inland empire," taking in the 150,000 square miles of territory in eastern Washington, northern Idaho, western Montana, northeastern Oregon and southeastern British Columbia, than in any other similar area on the continent.

The mileage in Washington alone is 1,500, and the works in the three states and provinces mentioned will bring the total to 3,000. Approximately 600 miles of line were built in Montana last year, when that state headed the list in the Union for new work. There are at present 4,350 miles of main lines, branches, yard tracks and sidings in Washington, which was second, with between 500 and 600 miles built in 1908. The completion of the main line of the Chicago, Milwaukee & Puget Sound will add as much more. In addition to this approximately 1,100 miles of steam and electric lines are projected to be completed before 1911.

Robert N. Bell, formerly state mine inspector of Idaho, and now a resident of this state, recently made a trip of fourteen days' duration up the Snake River canyon, where the Utah Construction company is engaged in railroad construction north from Huntington for the Harriman interests. He reports that fully 1,000 men are at work on the grade, which is rapidly nearing completion, and that trains and cars are being already operated as far as Powder river, thirty-one miles below the Huntington bridge.

People past middle life usually have some kidney or bladder disorder that saps the vitality, which is naturally lower in old age. Foley's Kidney Remedy corrects urinary troubles, stimulates the kidneys, and restores strength and vigor. It cures uric acid troubles by strengthening the kidneys so they can strain out the uric acid that settles in the muscles and joints causing rheumatism. F. J. Hill Drug Co.

This morning, over the Oregon Short Line, there will arrive from Butte two Pullmans carrying those from Butte and Anaconda who will attend the auction sale of town lots in the new smaller town of Tooele today. Kenneth C. Kerr, district passenger agent for the Salt Lake Route, stated yesterday afternoon that the crowd going to Tooele from here today would be much larger than anticipated. It will exceed 500, he says, if the weather is at all favorable. He stated yesterday that in all probability there would be a generous sprinkling of women in the crowd, as he has had a large number of inquiries regarding accommodations for them. The train will leave here for Tooele at about 8:30 o'clock, and the sale of lots

Colonel A. H. Stevens, commercial agent for the Board Air Line, with headquarters in Denver, is making one of his periodical visits to Salt Lake. His company has considerable business in this territory, working in conjunction with the D. & R. G. and Rock Island and Frisco systems. "I like to come to Salt Lake," said the colonel yesterday, "for every time I visit this city I see some big improvements. Something is doing here all the time, and on this visit the city looks better than ever to me. Yes, business is first-class—as good as we can expect—and I believe it is gradually getting better all the time."

Electric-Lighted Trains to Chicago Without Change.

The Chicago, Union Pacific & Northwestern line is the route of the electric-lighted overland limited, the electric-lighted overland limited and the China & Japan Fast Mail; three fast trains daily. Direct connections at Omaha with trains of the Northwestern line for St. Paul and Minneapolis. Through Pullman drawing room, private compartment and tourist sleeping cars, Salt Lake City to Chicago, over the "only double track railway between the Missouri river and Chicago." The dining car service is without a peer. The best of everything.

Full information on application to C. A. Walker, general agent, 36 West Second South street, Salt Lake City, Utah.

Salt Lake Charity Association.

The purpose of this organization is to investigate all applications for charity; to help the helpless; to give opportunity to the worthy but unfortunate to help themselves; to protect the public from imposition. In short, to make charity practical and systematic.

Funds are urgently needed, and those contributing may be assured that the money will be judiciously expended where it will do the greatest good.

Contributions should be sent to M. H. Walker, treasurer, at Walker Brothers' bank.

Officers of the association are: Dr. T. B. Beatty, president; J. B. Evans, secretary; M. H. Walker, treasurer.

Other directors: Simon Bamberger, W. M. Perry, F. V. Rice, F. A. Druehl, Rev. E. I. Goshen, William H. Tibbals.

Governors' club at Saltair Arbor day.

We Have No Competition

In quality, we meet others' prices—sometimes, not always. Best work; fair prices. Our business grows. Century Printing Co., 55-57 Postoffice place.

Promptly at midnight a horde of dirty, unkempt and, in some cases, villainous-looking men tumbled forth into the night, grumbling and cursing the city government that would not permit them to finish out their night's rest on the floor of some bar room.

Too wise to walk the streets or attempt to sleep out in the open where they would be sure to be picked up and, in time, reach the city chain gang, they promptly turn their attention to passers-by and soon a majority are "heelled" with the "price of a flop," and make their way to their favorite resting place.

Some of the men are clear-eyed, boyish chaps, showing still the external evidences of home training. Such as these approach a pedestrian diffidently, and their request for funds is not preceded with the slang and "yegoman's patter," so easily recognized by those acquainted with the ways of tramps.

The sleeping quarters at police headquarters have been crowded on both nights since the ordinance went into effect, and the problem of handling the ever-increasing body of homeless wanderers is becoming a serious one.

The probability that soon an epidemic of small thefts, sufficient to bring about the necessary cost of a bed, will begin is also bothering the police, and it is probable that a series of raids for the purpose of ridding the city of undesirable citizens will soon be inaugurated.

will start very soon after its arrival there. It is expected the sale will last about four hours, and the excursionists will be brought back to Salt Lake probably before dark.

F. H. Vincent, traveling freight and passenger agent for the Erie lines, has gone north on a business trip.

A valuable circular containing an up-to-date list of hotels, boarding houses, resorts, etc., located on the line of the Denver & Rio Grande railroad in Colorado, Utah and New Mexico, is being distributed by the passenger department of that company.

Tomorrow will probably see completed the moving of the offices of Chief Construction Engineer F. H. Wyche of the Western Pacific from this city to Elko.

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SCHOOLS HELP G. A. R. PLANS

Principals and Supervisors to
Assist Citizens' Committee
in Preparations.

Principals and supervisors of the city schools will co-operate with the citizens' committee and G. A. R. to make the forthcoming centennial of the veterans' success. Yesterday at their regular weekly meeting they were addressed by Mrs. W. H. Jones of the Woman's Relief corps, who said there were many matters in which the schools could be of great assistance. One of these was in the planting of flowers, getting the colors wanted, the distribution of seeds and in assisting the committee to learn where boxes and rooms could be obtained.

The suggestions of Mrs. Jones met with favor from the meeting and the following committee were selected: G. A. R. encampment—W. J. McCoy, chairman; William Bradford, Mary Dysart.

Committee on address to citizens—P. D. Keeler, chairman; Oscar Van Cott, L. M. Qualtrough.

Committee on distribution of seeds—W. W. Barton, chairman; E. S. Hallock, Etta Power.

Committee on flags—F. N. Poulson, chairman; H. B. Folsom, Grace E. Frost.

Committee to frame rules governing the section of school colors—Jury S. Welch, chairman; W. A. Wetzel, Rosalie Pollock, J. Leo Fairbanks, Anna L. Corbett.

Several local railroad men, interested in the Utah wool clips, have been out to the shearing camps this week and report that shearing is now rapidly drawing to a close and wool is being shipped daily from each of the numerous corals.

The Utah clip has now practically been disposed of, although there remains the bulk of the shipping. A very small percentage of the clip has gone to the warehouse at Chicago and one wool buyer stated yesterday that he had bought the whole clip of one flockmaster who had pledged his wool to Chicago. This flockmaster merely pays the warehouse a cent a pound for the wool called for by his number of shares. A wool buyer who just reached the city and who had stopped over in Chicago stated that he had received a very small portion of the wool clip this year, even from Idaho and Wyoming. It will not mean that the warehouse scheme is a poor proposition. Wool is higher than usual this year, and the growers are naturally selling to the buyers this year because they can get better advances and the use of their money more quickly. They can, under the existing condition, better afford to sell their wool direct and pay their freight to the warehouse because it gives the warehouse the cent a pound on the wool of its shareholders without the expense of handling it. The less wool it gets to store the more it saves in expenses, and if the wool growers, even if they sell their clips outside, keep faith with the warehouse and come to the warehouse to sell their wool, the warehouse will thrive. Of course, if the wool growers go back on their agreements and "lose their stock."

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